

# Edmonton Bulletin.

VOL. V.

EDMONTON, ALBERTA, SATURDAY, FEBRUARY 16th, 1884.

No. 16.

## TELEGRAPHIC.

WINNIPEG, Feb. 14, 1884.

Chenay, editor of the London Times, is dead.

Agitations for a Hudson's Bay railway continue.

Three hundred Chinese have been murdered in Tonquin.

Terrible floods in the United States continue with great loss of life and property.

Norway is said to have threatened to come home and resign when Lansdowne sent for him. The result of the interview is not known, but some hope is felt that the demands of the North-West will be more cordially entertained.

The Grand Trunk has offered to complete the C.P.R. on the old terms given the syndicate, and to relinquish the monopoly clauses as well as exemption from customs duties on construction material. Hickson is flooding the house with pamphlets. It is expected that G.T.R. influence may embarrass the government.

In the Egyptian rebellion El Mahdi has captured Sinkat and is besieging Toko and Suakin. Twefik and 5,000 troops commanded by British officers, made a sortie from Sinkat and were annihilated. Baker pasha while on the way to Sinkat was overpowered by rebels and lost 2,000 men. England has sent the troops at Cairo and Suez to the front and also ordered Admiral Seymour to hold the fleet in readiness. In the house of lords a vote of censure on the government was passed on the Egyptian policy but the commons will sustain Gladstone.

Charlton's seduction bill has passed its second reading. Cameron is to enquire into the appointment of sheriffs. Chapleau has been defeated. Tom White, of Cardwell, in a speech said that indignation was felt at Manitobans on account of the agitation raised by them; they seemed to think they ought to be spoor fed by the government. He claimed that Manitoba grievances were only imaginary. This seems to be the general eastern impression. It is felt that North-West grievances will be but very little redressed, no promises being given that they would be.

Canadian estimates for the year ending 30th June, 1885, have been submitted to the house of commons and show a decrease from those of last year. Those referring to the North-West are: Administration of justice in territories, \$50,000; travelling expenses of stipendiary magistrates, \$3,000; salaries of three stipendiary magistrates, \$9,000; increase of salary to judges in Manitoba, \$2,000; travelling expenses for judges in Manitoba, \$2,500; improvement of Manitoba penitentiary, \$44,874; compiling agricultural and industrial statistics for Manitoba and the North-West, \$20,000; immigration agents in Manitoba and at Qu'Appelle \$1,400 each, one at Prince Albert \$1,000, three interpreters \$800 each; C.P.R. on bonus account, \$8,700,000; North-West public buildings, lunatic asylum \$10,000, jail \$10,000, buildings generally \$50,000; improvement of Manitoba rivers and harbors, \$10,000; telegraph lines in Manitoba and the North-West, \$14,000; telegraph line from Edmonton to Battleford \$8,000, Edmonton to Ft. Saskatchewan \$1,350, Edmonton to St. Albert \$1,500; fishery, \$2,000; Indians, \$776,479, a large decrease; mounted police, \$470,300, an increase of over \$50,000; expense of government in territories, \$32,000; compensation for injuries to mounted police, \$2,000; M. P. barracks \$2,000, posts in Manitoba \$40,650, in territories \$8,000; \$8,400 provided for seven homestead inspectors.

QU'APPELLE, Feb. 15, 1884.

The Stevenson brothers, Regina, are further respite until March 14.

Weather cold. Maximum temperature for week 8 below, minimum 34 below.

The C.P.R. have further reduced the number of passenger trains. Only two each way weekly now.

A young man named Jas. H. Adams was murdered at Calgary on Saturday night last by a negro named Jess Williams, cook at the Virginia chop house. They had a dispute in the early part of the night over some accounts and about half an hour after Adams was found across the top of the stove with his throat cut so that his head was a most severed from the body. There were no marks on the murdered man as though there had been any struggle. It is supposed that the negro sprang upon him when he was not expecting any attack. After the murder the negro skipped town but was arrested by the police. At first he denied knowing anything of the murder but has since confessed to everything.

BATTLEFORD, Feb. 15, 1884.

Mail left for the west on Wednesday morning. J. Todd carrier.

PRINCE ALBERT EAST, Feb. 15, 1884.

J. M. Rae, Indian agent at Battleford is in town.

Miss McPherson arrived from Winnipeg on Tuesday.

A new drug store has been started here by Mr. Clarke, Winnipeg.

Curling match of the Argyle club to-day, farmers versus mechanics.

An exceedingly enjoyable party on Wednesday night at Mrs. Swanston's.

D. H. Macdowall called a meeting of the electors on Wednesday. No dissatisfaction was expressed against him as member of the North-West council. A committee was appointed to draft a memorial to the government asking representation in the Dominion parliament, also for the formation of a province.

## LOCAL.

ST. VALENTINE'S day on Thursday.

Good weather for the coal miners.

No transactions in grain to report as yet.

Very little demand for firewood this winter.

COAL oil has riz from \$5.50 to \$7.50 per five gallons.

THE H.B. Co. grist mill consumes two tons of coal per day.

SHINGLES from Hardisty & Fraser's shingle mill are being delivered in town.

W. TAYLOR, of Sturgeon river, has gone to Battleford to meet his brother who is on his way to Edmonton.

A BOAT left for Calgary on Saturday last for a load of red fire seed wheat. He intends to bring in 60 bushels.

PARENT & BAKER arrived on Saturday evening with two double teams loaded principally with coal oil for the H.B. Co.

MAIL left at eight o'clock Saturday morning taking 558 through, 79 way and 68 Pitt and Victoria, a total of 705 letters.

GEORGE WEST cut one of his feet severely with an axe in the early part of the week. The wound was dressed by Dr. Munro on Friday.

A TRAVELLER arrived from Calgary on Friday evening, bringing Winnipeg papers of Jan. 31st. He met Rev. D. C. Sanderson and family on the way, all well.

McPHERSON'S train, comprising two four-horse eighs, one double sleigh and twelve single sleighs, loaded principally for J. A. McDougall & Co. arrived on Saturday.

THE estimates for North-West government amount to \$32,000 this year against \$28,000 last year. As no account is rendered of that \$28,000 it is impossible to tell where it has been placed.

A MEETING for the purpose of organizing a cricket club is called for Saturday evening next, February 23rd, in the Jasper house. All interested in the game are cordially invited to attend.

If any of the residents of Edmonton have the conceit that they can play checkers or draughts they may have their minds disabused of the idea by accepting the challenge of the telegraph operator at Qu'Appelle to play a friendly game over the wire. So the operator says.

A PRIVATE letter to Mr. A. D. Osborne says that some parties were in Winnipeg at the date of writing who claimed to have discovered a lake of coal oil or petroleum gum about twelve miles from Moosejaw. They had some excellent specimens of gum with them.

ONE of the latest mixed drinks at Edmonton is equal quantities of Canadian pain destroyer and yellow oil, a bottle of each poured together and half the mess drunk at one draught. No name has yet been coined for this toney beverage, the English language not being sufficiently expressive.

ENTERTAINMENT in aid of the public school in Kelly's hall, Friday evening, Feb. 22nd. A brilliant galaxy of local talent will cater to the taste of the discriminating public of Edmonton on that occasion by giving a series of speeches, songs, readings, recitations, etc. Admission 50c, children half price, proceeds for the benefit of the school fund.

THE H.B. grist mill is now running at full blast and turning out an excellent sample of flour. It is claimed that a still better quality can be made if really good, clean wheat can be procured. Barley is chopped for feed, Saturdays being set apart for that purpose. The company pays from \$1 to \$1.50 per bushel for wheat and 50c to 60c for barley, all trade.

No service in the Methodist church tomorrow owing to the absence of the pastor.

HORSES are doing damage to hay stacks on Horse hill plain. The owners of the hay want a pound district proclaimed.

LARGE quantities of rail timber are being taken out in the Sturgeon river settlement. The man who has taken out less than 7,000 this winter is considered a slouch.

A PRIVATE letter to Mr. T. G. Hutchings says that Mr. R. Stalker, of the firm of Stalker & Hutchings, harness makers, Winnipeg, died on Jan. 8th, of typhoid fever. Mr. Stalker was formerly a resident of Edmonton, having been in the employ of the H.B.C. at this post for a number of years as harness maker, and afterwards engaged in gold mining.

J. KELLY has purchased the government sawmill so long lying idle at the Whitmud. It is a 25-horse power portable Waterous, and was brought up by the old board of works who used it to saw the lumber for the government buildings at Battleford. It was first used to saw the lumber for the government buildings at Pelly. It has not been in use for six or seven years, and some of the belongings are missing. The recovery of the missing articles may cause some trouble. The mill was sold for a trifle compared with what could have been obtained for it five years ago.

A PRESBYTERIAN church is to be erected in the Sturgeon settlement shortly. The walls will be of spruce logs. It will be placed on the south-west corner of sec. 4, township 55, range 24 west, exactly twelve miles north of Edmonton and ten miles west of Ft. Saskatchewan. D. McKinley has donated two acres of land for church purposes. As the road allowance running from east to west in front of the property is a correction line there is a jog in the north and south lines on this line. This allows the church to be built facing the end of the road allowance running north from Edmonton.

W. ROBERTSON arrived from Calgary on Saturday last. Mr. Robertson has been employed since fall on Jas. Stewart's survey party, laying out timber limits on the Clearwater river at the base of the mountains, about 150 miles north-west of Calgary. The Clearwater is the most southerly branch of the Saskatchewan, and is a large, very clear and rapid stream. The country from Red Deer to the Clearwater is very rough and hilly, covered with small and large poplar but no spruce. On the Clearwater itself the spruce is not large but back from the river there is good timber. Five limits were surveyed adjoining each other eight and two-thirds miles on the river and extending three and a half miles on each side. The river was traversed for a distance of twenty miles. The limits were for parties in Winnipeg. Supplies were transported by packing on men's backs. One of the men employed in the party had his feet badly frozen and afterwards amputated at Calgary.

THE fence question seems to be one of considerable difficulty for the North-West council. In 1878 an ordinance was passed defining a lawful fence as "Any fence four feet six inches high, the lower rail not more than one foot from the ground and no other rails more than eight inches apart, except the top rail of worm fences, and any river bank or other natural boundary reasonably sufficient to protect growing crops from domestic animals."

In 1881 the foregoing was repealed and the following substituted: "Any substantial fence four feet nine inches high shall be a lawful fence if it consists—(1) Of rails, the lower one not more than one foot from the ground, the others not more than six inches apart except the top one, which may be eight inches from the next lower rail; (2) Of upright posts or boards not more than six inches apart; (3) Of barbed wire and a substantial top rail, the wires to be not less than three in number or more than fourteen inches apart; (4) Of common wire and a substantial top rail, the wires to be not less than four in number or more than one foot apart; (5) Of any river bank or other natural boundary sufficient to keep domestic animals out of any enclosed field." At the last session this was repealed and the following substituted: "Any substantial fence four feet six inches high shall be a lawful fence if it consists—(1) Of rails and boards not less than three in number, the lower one not less than twenty inches from the ground; (2) Of barbed wire and substantial rail on the top, the wires to be not less than two in number, and the lower one not less than twenty inches from the ground. Any river bank or other natural boundary sufficient to keep domestic animals out of any enclosed land shall be a lawful fence."

## NEW ADVERTISEMENTS.

NOTICE.—All parties indebted to Lamoureux Bros. for threshing are requested to settle either in cash or grain on or before the end of February.

LOST.—A bag of wearing apparel, between town and A. Rowland's. Liberal reward on delivery to J. A. McDougall & Co. or at Bulletin office. WM. PRICE.

## SCHOOL ENTERTAINMENT.

The annual entertainment in aid of the Edmonton public school, will be held in

KELLY'S HALL,

ON

FRIDAY EVENING, FEB. 22ND,

Commencing at half-past seven o'clock.

Ten-minute addresses will be delivered by Rev. Messrs. Newton, Baird and Sanderson. Songs, readings and recitations will be given by Mrs. J. H. Long, Miss May Wilson, Miss M. J. Cassle, Messrs. D. Ross, J. Connor, C. Patterson, F. Smith, J. R. Michael, T. Henderson, G. A. Blake, A. Dawson and others.

## ADMISSION FIFTY CENTS.

## NOTICES.

DIARIES FOR 1884, at the Bulletin office.

VISITING CARDS PRINTED, neatly and quickly, at the Bulletin office.

GRIP and VENNOR'S ALMANACS, and G. VALENTINES, at Wilson's drug store.

NOTICE.—The Crown Timber Office has been removed to the south side of the river, opposite the fort, Edmonton. THOS. ANDERSON.

PUBLIC NOTICE is hereby given that on and after the 20th Sept. no liquor permit will be granted by his honor the lieutenant-governor of the North-West territories, except on payment of the following fee: For wines and spirits, per gallon, 50 cents; ales free. By command of his honor the lieutenant-governor. A. E. FORGET, clerk of the council.

NOTICE!—Important to Farmers and others. The best value in Self-Binders, reapers, Mowers and Rakes. The Massey Manufacturing Company, Toronto, makers of the Toronto Mower and Twine Binder, the Massey Harvester and Mower and the Sharps' Horse Rake, offer the above at great bargains. Parties wishing to purchase should communicate without delay so as to ensure early delivery with our agent.—GEORGE A. BLAKE, Belmont Farm, Edmonton.

FARM FOR SALE.—East half of section 35, township 53, range 25, on St. Albert road, seven and a half miles from Edmonton, and two miles from St. Albert mission, 45 acres under cultivation. Dwelling house, stable and small granary on premises. Good well at house. Also good Toronto reaper, breaking plow and harrow, with other implements, to go with the place. Price \$2,500 cash. Apply to F. Oliver, Edmonton, or on the premises to P. MARCHEL, proprietor.

REAL ESTATE NOTICE.—Parties wishing to purchase lots or land in the "Robertson & McGinn property, lot 12, Edmonton," or in the "Macdonald & McLeod property, lot 14, Edmonton," or in the "Macdonald & Lamoureux property, in the city of Saskatchewan," must deal only with the undersigned or George A. Watson, or (as to said city of Saskatchewan property) with Francis or Joseph Lamoureux. Plans may be seen at the office of the undersigned or at that of George A. Watson, barrister, Edmonton. A. McDONALD & CO.

EDMONTON AND CALGARY STAGE.—Making weekly trips between said points—leaves the Jasper house, Edmonton, at 9 and the steamboat dock at 9.30 o'clock every Monday morning, stopping at Peace hills, Battle river, Red Deer crossing and Willow creek, and arriving at Calgary on Friday. Returning, leaves Calgary Monday, stops at same places, and arrives at Edmonton on Friday. Fare each way \$25; 100 lbs baggage allowed. Express matter 10c per lb. Passengers arriving in Edmonton and wishing to go to St. Albert or Ft. Saskatchewan, will be forwarded to those places at a very moderate charge. Edmonton office in Jasper house; Calgary office in H.B.C. store. D. McLEOD, proprietor.



**THE EDMONTON BULLETIN** is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising Rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion; no advertisement inserted for less than One Dollar. Advance payments. **OLIVER & DUNLOP, Proprietors.**

EDMONTON BULLETIN, FEB. 16, 1884.

#### FREIGHT RATES.

The newspapers whose chief reason for existence is to apologise for the different acts of our government, which is the syndicate, have anything but a satisfactory duty to perform. For the past year and especially since last harvest, each and all have been busily engaged in proving that the rates charged for transportation over the C.P.R. were anything but exorbitant, that they were lower than on most others, that indeed they were lower than the company could really afford in view of the great expense entailed by the construction and operation of the road. The fact that by the company's own showing—to say nothing about the knowledge of the public—the line was being built at a less cost to the company than any railroad was ever built for before was not alluded to, nor the logical conclusion by their own method of reasoning that therefore the rates should be lower than on any other road. After all this having been said and reiterated time and again, each point having been proved repeatedly to a demonstration, it is a little too bad for the C.P.R. to deliberately reduce the rates by about 25 per cent. all around. The only conclusion that can be drawn from this act is either that the rates were too high before or the company does not know its own business in making the reduction.

It is pretty thoroughly understood that the C.P.R.Co. are not a benevolent institution and if they make a reduction it is in their own interest, therefore, they are not entitled to any gratitude for their conduct in this matter. It may be taken for granted that the reasons for making the reduction were purely selfish, and were doubtless, first, that the old rates were more than the traffic would bear, and, second, a desire to ally at least temporarily, the spirit of agitation with which the Manitoba farmers seemed to be possessed, to prepare the way for making the demand for the \$22,500,000 loan. It was hardly to be expected that even the present parliament would be willing to grant such a favor to the C.P.R. with the proof before them that the road as far as it had gone was actually a curse instead of a blessing.

Although the rates have been reduced this season because the traffic would not bear the old rate or because the company wanted additional favors, as long as the company holds a monopoly of the carrying trade of the country as they must do until the expiration of the specified twenty years or until a Hudson's Bay railway is built the rates may be raised at any time to the old figures or even higher ones at the whim, pleasure or interest of the company. As long as this state of affairs continues the business interests of the North-West are under a rule as absolute, as despotic, and probably as grinding as are the general interests of any province of the Turkish empire.

It may fairly be taken for granted that the rates lately put in force are the lowest that will be granted as long as monopoly exists. It is by no means probable that the traffic will ever be able to bear less than it can now, and even these rates effectually bar out the district of Alberta at least, and especially this northern part from ever raising grain to ship to Liverpool. The rate of nearly 40c a bushel from Calgary to Port Arthur with elevator charges and buyer's profits added, would keep the price below a profitable point, especially if the grain had to be teamed any distance, while the further north and west the locality the heavier the freight and the less the profit remaining to the cultivator. Reckoning the distance of Peace river from Calgary at 450 miles, the rate from Peace river to Port Arthur would be over 50c a bushel. Although free competition would lower these rates considerably as well as reduce the profits of buyers, still the fact remains that if this north-western part of the

North-West has to depend upon an outlet by way of Winnipeg, wheat can never be raised at a profit. Given the greatest possible reduction in the price of agricultural machinery and other articles to be purchased by the farmers it cannot be expected that it will pay to raise wheat even here at less than 75c a bushel while, unless in case of war or some other accidental circumstance causing a great rise in the world's market price it would, with the long distance of railway carriage over the route mentioned be unreasonable to expect that price for it. Although the farmers of Manitoba are 1,000 miles nearer the home market now than we would be, they do not get on an average over 75c a bushel, therefore under the most improved circumstances we with a thousand miles more hauling could not expect to get as much.

The only hope for the Upper Saskatchewan and Peace river countries, which are the gardens of Canada, lies in the Hudson's bay route. Both these districts are as near by practicable routes to Churchill or Nelson on Hudson's bay as they are to Winnipeg, while these ports are nearer Liverpool than Montreal. The distance from Edmonton to Churchill being less than from Winnipeg to Montreal, therefore, with the H.B. railroad and connections the Upper Saskatchewan and Peace river districts would be practically as near Liverpool as Manitoba is now, so that under any circumstances we could expect at least as good prices as are now being paid there. But it must not be forgotten that besides the shortening of the distance the H.B. railroad would bring competition and consequently a general lowering of freights and buyer's profits while there would be less danger of such a company making pooling arrangements with the C.P.R. such as a parallel road would be almost certain to do. It is also to be remembered that the opening up of this direct route to England, unless the people of the east should still retain influence enough in national affairs to cause increased protection, all imports would be greatly cheapened, and while the farmer would get more for his grain he would be able to raise it more cheaply.

Inasmuch as the people of the North-West are prevented by act of parliament from possessing competing lines of railway communication with the eastern provinces and with the United States an injustice is done them against which they have a right to protest and which they have a right to wipe out, if they are able; but on direct access to the European markets by way of Hudson's bay their prosperity and the very existence of the largest half of the territory as a grain producing country depends. Competing lines of railway by way of the United States they have a right to, but a railway to Hudson's bay they must have or they may as well give up the hopes that have been indulged in of making the Canadian North-West the granary of the world.

So it seems that after all the government is going to guarantee the payment of three per cent. interest on the one hundred million dollars stock of the C.P.R.Co. The highly original plan of the company of paying interest on their stock out of their capital does not seem to have had the effect of sending the stock soaring to any appreciable extent, so they are obliged to revert to the first idea and bulldoze the government into giving the guarantee. Three per cent. per annum on \$100,000,000 amounts to the snug little sum of \$30,000,000 in ten years besides interest which the people of Canada will have to pay on account of the syndicate. The syndicate, however, is to deposit adequate securities with the government for the repayment of the money. What this means let the history of all state aided railroads tell—simply that Canada will be behind and the company ahead by the amount. Over and above this, a direct loan of \$22,500,000 is asked, with every prospect that the request will be granted, with as little prospect of the loan ever being repaid. The question is naturally asked why does this company require to seek such favors at the hands of the government after having in the first place made a bargain which will be a monument to the imbecility of the government of Canada as long as the history of the transaction endures? No doubt the answer will be that that bargain was not so good for the company as is some-

times set forth and the necessity the company is under of seeking better terms from time to time is proof of the fact. The best evidence that can be adduced on this point is that of the company itself. The president, Mr. Stephen, has lately published a statement of the condition and prospects of the company in which the following assertions are made: That the work of construction has been remarkably rapid and economical; that it will be completed within two years; that the business of the line is greater than could reasonably be expected; that the settlement of the North-West is progressing more rapidly than was lately supposed possible; that the cost of the completed road will not exceed previous estimates; that the road when finished will be practically unencumbered; that the net earnings of the road after completion will be sufficient to pay a dividend over and above the three per cent. guaranteed, without counting on the increase from the company's land grant. How, in the face of this statement, made by the president of the road, as to its prosperous condition, the parliament of Canada can see its way to grant further concessions—and of the magnitude of those demanded—is a mystery, supposing the members to be gifted with an ordinary amount of common sense and the smallest possible amount of patriotism. Either the company is in a prosperous condition, in which case it does not require further assistance, or the president is guilty of deliberately misrepresenting its condition before the world, in which case he and the company which he represents are discredited, and unworthy of assistance.

THE Winnipeg Times replies to an assertion in the Toronto Week to the effect that the railway monopoly in Manitoba threatens to make farming an unprofitable affair by saying: "In other words, the C.P.R. threatens to crush out the settler and coin money running past deserted farms." What does the Times say to the fact of the C.P.R. running for 400 miles across the plains through a country that is not now and will not be for many years, if ever occupied by homesteads, deserted or otherwise, when they could as easily have ran through a country every foot of which was unmistakably fertile? With all due respect for the heads of the syndicate, a man or body of men who could commit the one folly might certainly also commit the other.

#### ANOTHER CONSIGNMENT

Of the Cochrane manufacturing company's celebrated

#### BOBSLEIGHS

Just arriving, and for sale at former prices.

#### SEEDERS AND STUBBLE PLOWS

Now at Calgary and expected to arrive shortly.

JOHN W. SHIELDS.

JOHN SINCLAIR & CO.

#### NEW GOODS JUST ARRIVED.

A full assortment in

DRY GOODS,

READY-MADE CLOTHING,

GROCERIES, ETC., ETC.

Complete line of

X'MAS AND HOLIDAY GOODS.

Prices as low as the lowest. Give us a call and see for yourselves.

JOHN SINCLAIR & CO.

NORRIS & CAREY,

Beg to inform their numerous customers and the public at large that they have just received a first-class assortment of

DRY GOODS, AND

READY-MADE CLOTHING

LADIES' WEAR A SPECIALTY.

Ready-made dresses of latest style and finish, hats of all kinds, flowers, feathers, kid gloves, etc., etc.

Also a large assortment of

GROCERIES,

STATIONERY, and

BOOTS AND SHOES.

Which they are prepared to sell at low figures

FORTY CART LOADS

Of fancy groceries to arrive shortly.

The public will find it to their advantage to give us a call and inspect our goods before purchasing elsewhere.

NORRIS & CAREY,

St. Albert Road.

BROWN & CURRY,

GENERAL MERCHANTS,

Beg to inform the public that their long expected freight has arrived at last, and that they have now on hand the

LARGEST AND MOST COMPLETE STOCK

That has ever been brought into the North-West,

WITHOUT EXCEPTION.

Although the rate of freight is high we pay no more than others, and as we have

NO MIDDLE MEN TO CONTEND WITH

As others have, and as our goods are all bought direct from the importers or manufacturers, and

SELECTED FROM THE BEST QUALITIES

We are able to offer

BETTER AND CHEAPER GOODS THAN ANY OTHER FIRM IN EDMONTON.

We respectfully ask everyone to call and examine our goods before purchasing elsewhere.

BROWN & CURRY.



## CHURCHILL.

The point at which Churchill river enters Hudson's bay is at the present time a place of considerable importance in the eyes of all residents of Manitoba and the North-West who look to direct communication with Europe as the grand pressing necessity of the country. The reason of this is that the harbor there situated is the only one on at least the west coast of the bay where vessels of all sizes can have safe anchorage in all weathers and may winter without danger of damage from ice in the spring. For the Hudson's bay route to be a success such a harbor was necessary, and the fact that such a one exists sets at rest the great and insurmountable objection that would otherwise obtain against the proposed route. Given the harbor, the only question is the building of a railroad by which to reach it, which is merely a matter of more or less money; but if no natural harbor existed there would be small hopes of an artificial one being made, especially in the face of the opposition which this scheme seems likely to call forth.

Churchill harbor is at nearly the extreme western limit of Hudson's bay and is in latitude 58½ degrees north, or the same as Stornoway, in the isle of Lewis, Scotland, nearly a degree south of Stockholm, the capital of Sweden, and a degree and a half south of Christiania, the chief city of Norway, and of St. Petersburg, the capital of Russia. It is about four degrees south of Hudson's straits, and has the advantage over the more southerly parts of the bay that it is nearer to the straits than they are, and consequently the danger of vessels going to Churchill being frozen in the bay is less than in the case of their going to more southern parts. Until Fort Churchill was taken and burned by the French it was the chief H.B.Co. post on the bay and was the starting point of goods for the interior going to the Saskatchewan and Mackenzie river regions, the boats going up the Churchill river and forking off to these two districts. The destruction of the fort and the discovery of a better boat route to the interior by way of York led to the abandonment of the former place as the H.B.Co. seaport for the latter. The superior seaport being more than overbalanced by the better boat route.

To Mr. John Sinclair, of the firm of Sinclair & Co., who resided at Fort Churchill in the years 1847, '48, '49 and '50, while his father, William Sinclair, was chief factor of the H.B. Co. district of Churchill of which Churchill fort was at that time the only established post, we are indebted for the information here given.

During the four years Mr. Sinclair was at the fort the ice went out of the harbor on or before the 15th of June, never later, and the bay cleared of ice about the same time. Sometimes a wind from the land would drive the ice of the bay away from the shore before this date, and frequently a change of wind would bring it back again, but by the middle of June it was all gone and no ice was seen until fall. No icebergs were seen at any time of the year. Owing to the land-locked nature of the harbor the ice went out very quietly, being taken out in small pieces by the tide, and once it went out none ever drifted back. In the fall of the years '47 and '48 the ice took in the harbor on the 11th of September, and in '49 and '50 about the 20th or 25th. The harbor always freezes some time in September, but never earlier and never much later than the dates mentioned. The bay does not generally freeze until about a month later than the harbor, that is about the 20th or 25th of October, but sometimes the winter sets in with great severity in September and freezes the bay for a long distance out. In winter the bay is frozen as far out as can be seen. Esquimaux come in winter across the ice from the northern part of the bay.

The harbor lies nearly north and south and is about eleven miles long by four miles wide in the widest part. The entrance is only about 200 yards wide, so narrow that a stone may be thrown across it with a sling. Immediately after the entrance is passed it widens out rapidly to its full width. The harbor is all tide water, the Churchill river coming into it at its southern extremity. The tide comes in with considerable force and rises to a height of 20 feet. The anchorage for vessels is in what appears to be the river channel which runs the whole length of the harbor and is very deep. In the times when this was the chief port of the H.B.Co. their largest vessels came in without difficulty and lay perfectly safe from wind and ice owing to the narrow entrance and the high rocky banks. The entrance is shallow in low tide but sufficiently deep for all purposes in high tide. From the southern side of the entrance a number of rocky shoals extend northward throwing the navigable channel towards the northern side of the entrance and completely locking the harbor from all direct action by the water of the bay.

At the entrance to the harbor the shore is low and sandy but it becomes high and rocky at no great distance inland, becoming low again towards the upper end of the harbor. On the point on the north side of the entrance to the harbor the old fort is situated. It is built of granite and cement throughout.

The walls are in the shape of a diamond and are 14 feet thick and 20 feet high. On one of the faces of the diamond is the great gate of iron and in front of it is built a half moon of masonry in which are two heavy guns. The fort has 42 heavy guns besides these and on the south point opposite is a battery with 14 guns. The walls of the buildings in the fort are of granite and are in good preservation. The woodwork was burned by the French in the war of 1812, and it was then abandoned as a fortified place by the H.B.Co. A wooden fort was built near the stone fort but it was burned down in the winter time. The present small fort was then built and the York was made the great depot of supplies. The present fort is about five miles from the old one and is situated on much higher ground. It is built in a most substantial manner, the walls being double. The timber of which it is built was brought from a small river which comes into the Churchill about seven miles above the fort. A granite quay, built at the same time as the stone fort, exists a short distance above it. The large vessels landed at this quay. There are also in the rocks on the shore of the harbor large rings inserted apparently for the purpose of fastening ships to. At present the goods required for the post are brought from York in a schooner.

The general direction of the coast line in this section of the bay is north-west and south-east. A range of rocky hills runs along the coast from Cape Churchill on the south-east to a point about fifty miles to the north-west. Beyond the extent of this range the coast is low and sandy. Immediately north of Churchill harbor and separated from it by a narrow point of land is Button's bay, about twelve miles across at the entrance by 24 miles deep. The range of rocks spoken of extend all along the coast line of this bay. It may be good anchorage but there is very little shelter in it for shipping. South-east of Churchill, near the coast to Nelson river and north-westward as far as the continent extends between the shores of Hudson's bay and the basin of the Mackenzie are the barren grounds, a country without either trees or grass. A sort of rolling prairie of sandy soil with occasional ridges of rock, its only growth being moss and heather with perhaps a few berries in sheltered locations. Its inhabitants, Swampy Crees in the south-east, Chippewans in the centre and west, Dog-rib Indians in the north-west, and Esquimaux in the north-east. The whole number probably not amounting to a thousand souls. The animals are the reindeer, cariboo, musk ox, white and black foxes, white bears, marten, otter, fisher and hare. Of fowl, all kinds of migratory water fowl in the summer season and white partridges all the year round. These barren grounds comprise a country about a thousand miles from north to south by eight hundred from east to west at the shore of the Arctic ocean. Churchill is the trading post for all this region and has no outposts. North of Churchill about a hundred miles Seal river puts into the bay and near the northern limit of the bay Whale river puts in. The region drained by the latter is said to be the home of the musk ox. The trade of the Chippewans is principally otter, fisher, marten and black fox, and of the Esquimaux white wolf, white fox, reindeer hides, and seal skins and blubber. Both peoples trade musk ox and cariboo skins. The staff employed at the fort numbers twelve men.

The summer climate of Churchill is very warm the thermometer sometimes standing at 100 degrees above zero. The frost never comes entirely out of the ground, only about a foot being thawed on top. The days are very long in June and July, daylight remaining all night. There is no summer frost, but the season is too short for any grain or vegetables except turnips, which do well. They are sown in June and pulled in July. Three kinds of berries grow in great profusion amongst the rocks along the coast: low bush cranberry, black, or crow berry, which in appearance and manner of growth much resembles the huckleberry but is more juicy, and the large eyeberry, yellow in color and resembling strawberry in manner of growth. These berries lie under the snow all winter and are perfectly good in the spring. Salmon are caught in great quantities at the fort during the summer in nets which are set on dry land in low tide. The fish come in with the tide and when the water goes out again it leaves them high and dry in the nets. Wild fowl are very plentiful. In the spring the H.B.Co. used to send a party of Indian hunters and several white men to the northern side of Button's bay, when the Indians would shoot the geese and the white men salt them in barrels. When the barrels were filled they were sunk in the sand and left there all summer. In the fall a similar party was sent out for a like purpose and this party brought back the proceeds of both hunts. Wood for firing is procured up Churchill river. It is cut in the winter and rafted down in the summer. In the winter it is hauled to the fort by dogs which are the only beasts of burden used there. There are heavy rains and high winds in summer. The air is clear and there are few of those fogs which make York factory and Hudson's straits so unpleasant.

The climate is very healthy, much more so than York.

The winter climate is very severe, this being the coldest post in the H.B.Co. territory. The thermometer frequently reaches 75 below zero with a high wind blowing, which sometimes continues four days at a stretch with snow drifting so that men cannot see each other when 20 feet apart. When the thermometer is at 40 below the weather is called mild. The usual snow fall on the coast is from four to five feet and in the interior six to seven feet. There is never any crust, but shortly after a fall of snow takes place the high winds pack it so hard that it will bear men, dogs and sleighs without difficulty. As the fort is situated on land lower than that in rear of it towards the north it is nothing uncommon after a heavy snowfall and the accompanying drifting for the residents to be obliged to make inclined planes from their doors as high as the roofs of the houses in order to get in and out. In travelling in winter when camp is to be made the snow must be cleared down to the ground. This makes a sort of well in which the travellers sit around the fire and have their eyes put out with the smoke which generally eddies around a great deal before it gets to the upper air. The dress required by persons travelling in the winter is somewhat heavy. The following is a complete and correct list: Four pairs of duffel socks and a pair of moccasins, duffel drawers, leather trousers, and strand leggings, woollen undershirt, woollen overshirt, waistcoat, cariboo skin hunting shirt, the hair left on, and leather overcoat lined with duffel; cap of musk ox skin, the fur left on, having a cape attached which covers the shoulders and meets on the chin, leaving only the eyes, nose and mouth of the wearer exposed; mittens of musk ox skin lined with duffel and covering to the elbows; and a chin cloth of three or four thicknesses of duffel to put over the mouth and nose and fasten behind the head for use when facing the wind. In the way of bedding, two pairs of four-point duffel blankets and two cariboo blankets, which are very light and warm, made of cariboo skins sewed together and the hair left on, are considered to be necessary for each man, and two men sleep together using the double allowance of blankets. Before going to bed dry moccasins and duffels are put on the feet, the leggings and overcoat taken off, the cap tied on firmly, and after all it is sometimes a case of shiver all night. In summer time the rations served out to the men are or were seven pounds of flour a week, two pounds of oatmeal and a salt goose a day, or the equivalent quantity of salmon. In winter the flour and oatmeal remained the same and the goose was replaced by four pounds of venison or four partridges.

## CHURCHES.

**CHURCH OF ENGLAND.**—Hours of Sunday service: All-Saints 11 a.m., St. Michael's 6.30 p.m. W.N.

**ST. JOACHIM'S, R. C. CHURCH,** Edmonton.—Mass at 10 a.m. every Sunday. Sermon in English and Cree. Afternoon services at 3 o'clock. H. GRANDIN, O.M.I.

**METHODIST CHURCH OF CANADA.**—D. C. Sanderson, Pastor. Hours of service, 11 a.m. and 6.30 p.m. Sabbath School, 2.30 p.m. Prayer meeting and lecture, Wednesday evening at 7 p.m.

**EDMONTON PRESBYTERIAN CHURCH.**—Pastor—the Rev. Andrew B. Baird, M.A., B.D. Sabbath services, 11 a.m. and 6.30 p.m. Sabbath school at 2.30 p.m. Prayer meeting and meeting for the practice of sacred music on Thursday evening at 7. The usual Sabbath morning service will be interrupted by Mr. Baird's monthly visit to Fort Saskatchewan on March 2nd.

## MENICHO & CHAMBERLAYNE,

GENERAL MERCHANTS, FORT SASKATCHEWAN.

Will keep constantly on hand a first-class assortment of Dry Goods, Groceries and Hardware, especially selected for the trade there, which will be sold at the lowest prices for cash.

Remember the place—Haly's old store, east of the fort.

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Have always on hand a first-class assortment of Dry Goods, Groceries, Hardware, Crochery and Tinware.

N.B.—All orders by mail promptly attended to.

## PROFESSIONAL.

**D. R. MUNRO,** Physician and Surgeon. Office first door west of Bulletin building, Main street, Edmonton.

**D. R. H. C. WILSON,** Physician and Surgeon. Office first building west of school house, block 6, H.B.Co. reserve, Edmonton.

**JOSEPH V. KILDAHL,** Solicitor of the High Court of Judicature in Ireland. Temporary office—Ross' hotel, Edmonton.

**GEORGE A. WATSON,** Barrister, Conveyancer, Notary Public, etc. Law office first door east of Jasper house, Edmonton.

**STUART D. MULKINS,** Notary Public and Conveyancer. Coal Claims and Timber Limits located, and general information afforded on application. Thirteen years experience in Manitoba and the North-West. Office first door east of Jasper House, Main street Edmonton, N.W.T.

**J. K. OSWALD,** late of Oswald Brothers, Montreal, Real Estate and Land Agent, and General Commission Broker, Calgary, N.W.T. All orders for purchase and sale of real estate, farms, ranches, range supplies, agricultural implements, horses, cattle, and other general business promptly attended to. References:—Major general Strange, Military colonization company's range, near Calgary; C. Sharples, Esq., Calgary; W. B. Scarth, Esq., Toronto; Hon. A. P. Caron, minister of militia, Ottawa; Lieut.-col. Irvine, chief commissioner N.W.M.P., Regina; C. Sweeney, bank of Montreal, Winnipeg; W. R. Oswald, Esq., Montreal; C. J. Wyde, Esq., Halifax, N.S.

## BUSINESS.

**LIVERY, FEED, and SALE STABLE.** M. MCCAULEY.

**J. R. BURTON,** Carpenter and Contractor. Estimates given. Doors, sash, etc., etc., made to order.

**JAMES O'BRIEN & CO.,** wholesale clothiers, College buildings, Montreal, and Princess street, Winnipeg.

**ROSS BROS.,** Tinsmiths, manufacturers of all kinds of tin, sheet iron and copper wares. Shop in D. M. McDougall's building, Main street, Edmonton.

**SANDERSON & LOOBY,** General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

**ROBT. D. RICHARDSON,** wholesale and retail Bookseller, Stationer, Blank Book Manufacturer and Fine Job Printer. The corner next the post office, Winnipeg.

**ST. JEAN BROS.,** Cabinet Makers, and dealers in all kinds of household furniture. With new and improved machinery, are prepared to execute orders on short notice. Steam factory, Main st., Edmonton.

**BANNATYNE & CO.,** successors to A. G. B. Bannatyne, Wholesale Grocers, and dealers in provisions, wines and liquors. Special attention given to packing goods for the North-West. 323 Main street, Winnipeg.—A. R. J. Bannatyne, Andrew Strang.

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**TALKER & HUTCHINGS,** wholesale and retail dealers in and manufacturers of Horse Clothing, Harness and Saddlery. Special attention paid to orders from the North West. Wholesale—419 Main street, Winnipeg Retail—307 Main street, Winnipeg, and opposite post office, Portage la Prairie.

## HOTELS.

**JASPER HOUSE,** north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

**WALKER HOUSE,** Main street, Edmonton. Daily and weekly board as good as the best and as cheap as the cheapest. Meal tickets for sale. Choice cigars and temperance drinks. First-class billiard hall and feed stable in connection. WM. WALKER, proprietor.

**CALGARY HOUSE,** Calgary, Alberta. Dunne & Wright, proprietors. This hotel is replete with all the latest improvements. Finest brands of imported and domestic cigars. Temperance drinks. Special attention paid to ladies and children. The tables are spread with seasonable delicacies.

**EDMONTON HOTEL,** the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room Good stabling attached. DONALD ROSS Proprietor.



## CONTRACTS.

No doubt, Mr. Editor, you will give place to a few pointed remarks upon the editorial "Contracts," of 26th ult. It is claimed "that an injustice has been done, not only to the people here, but the public at large" through the action of the government in securing flour from the east for the Indians of Edmonton district. One of the relations of man is exchange and when right or justice is applied to exchange it implies fair exchange. During the last two seasons the flour supplied at Edmonton for the Indians at Bear hills, Pigeon lake and Battle lake has been anything but a fair exchange for good money. Some of it was fair, the most of it was poisonous. The writer has known it to inflame the throats of Indian children, and destroy the appetite by its acting upon the stomach. He has seen Indians refuse it as rations, while they put in the crop without flour. Right (justice) is the condition of men's union; its absence leads to separation and force. In the case of the Indian, in particular, we wish to avoid force. The quality of Edmonton flour is one of many things about which the Indians have taken umbrage, notwithstanding the Bulletin's statement, "Any complaints that have been made have been in regard to the quantity rather than the quality. Is it justice to accuse the government of under-hand work because it sees fit, from the lessons of experience, to secure better flour for the Indians? Does not this accusation ignore the first principle of political ethics, which points out that "the object of the state is action founded upon the idea of the just"—not merely to one party in the exchange, but to both? The musty and sour flour is bad enough, but such inferior flour as Edmonton has supplied is even more objectionable. Is it not quite sufficient to say that "the public at large" will be satisfied that the government is desirous of contracting for good provisions to feed the Indians? I close with that especially pertinent quotation from the editorial on Contracts "If the flour was unsuitable, or not up to the terms of the contract it was the place of the agent not to receive it." Yours respectfully,

OBSERVER.

## GENERAL NEWS.

Fraser Gladstone is 76 years old.  
British Columbia wants provincial police.  
Rat Portage is to have a \$25,000 fire engine.  
The maker of Holloway's pills and ointment is dead.  
The people of Soudan are rallying to the standard of the false prophet.  
The British Columbia legislature is wrestling with the Chinese question.  
The C.P.R. is getting out 30,000 cords of wood at Rat Portage this winter.  
A. K. Nutting has been appointed deputy sheriff of No. 2 division of Bow river district court.  
Rumored that the C.P.R. wants to acquire the two H.B. railway charters now in existence.  
It is estimated that the evacuation of the Soudan will cost £1,000,000 and take seven months.  
Essex county, New Jersey, wants the whipping post established for the benefit of wife beaters.  
The Montreal board of trade wants reciprocity in coal trade between Canada and the United States.  
James McIlroy cut his throat with a razor in Winnipeg on Jan. 20th. He did not cut quite deep enough.  
Erskine Presbyterian church at the head of Simcoe street, Toronto, was burned on Jan. 20th. Loss, \$40,000.  
Advertisements of mortgage sales and sales of bankrupt stocks are quite numerous in the Winnipeg papers.  
Capt. Warren is now in charge of the detachment of mounted police stationed at Ft. Osborne, Winnipeg.  
The Manitoba lunatic asylum is to be located at Selkirk—a doubtful compliment to the people of that place.  
Manitoba shipped east from December 1st to January 17, 144,476 bushels of wheat and 6,880 bushels of flax seed.  
Edward Hanlan was accorded a grand reception by the Canadian association of San Francisco. What about the exodus?  
Lieut. governor Aikens of Manitoba gave the employees of government house and their friends a blow-out on Jan. 15th.  
The relief fund for the benefit of the relatives of those killed or injured at the great G.T.R. Humber disaster amounts to \$8,000.  
The steamer City of Columbus ran aground on the Devil's bridge, near New Bedford, Massachusetts, on January 17th. Ninety-seven lives lost.  
The place at which oil is reported to have been struck in the province of Quebec is named St. Henri de Mascouche. Mascouche the report of gas.  
The first actual settler of Minneapolis, Col. John H. Stevens, still lives there, and is editor of the agricultural department of the Minnesota Tribune.

The Indian agent in Nicola valley, B.C., is charged with having kicked one of the Indians under his care to death because he would not pay an account twice.

The Keewatin mine at Rat Portage, John Norquay president, capital \$1,600,000, has a mine by twelve shafts, 64 feet deep, as the result of a year's work. The vein is two feet wide.

The orange groves, near Mobile, have been badly damaged by frost. Many of the young trees have been killed. Fruit farmers have lost everything. The total damage amounts to nearly \$2,000,000.

The Victoria B.C. Colonist published an extra sheet on Jan. 2nd giving an account of the business of the year at Victoria. The showing was excellent, far ahead of anything else in Canada in actual prosperity.

The title by which Mr. Tennyson is raised to the peerage, and which has been approved by Her Majesty, is that of "Baron Tennyson of Aldworth, in the county of Sussex, and of Freshwater in the Isle of Wight."

According to the official reports received by the agricultural department, 183,105 immigrants entered Canada during 1883, of whom 110,284 are said to have remained in Canada, and 72,821 to have passed through to the United States.

The premier defends the grants to colonization companies on the ground that these companies take the place of the railway company in the United States. Most people in the North-West would prefer the United States' plan in this instance.

Five thousand letters leave and seven thousand enter Port Arthur weekly. In six months \$124,149 passed through the money order office. In two months \$6,000 was deposited in the savings bank, and in six months \$3,406 was invested in stamps.

The new Quebec cabinet is constituted as follows: Dr. Ross premier and minister of railways, L. O. Taillon attorney-general, J. G. Roberison treasurer, W. W. Lynch crown lands, J. Blanchet secretary, L. Beaubien or E. J. Flynn minister of agriculture.

In the county of Pontiac, Quebec, oats are worth 30c a bushel cash, and 35c in store goods. Some farmers have contracted to deliver oats at a five days' drive for 40c. Allowing them 5c a bushel per day this would leave them 15c a bushel for their oats.

The soup kitchen at London, Ont., lately opened, was well patronized. Every applicant had to present a ticket before receiving the soup. Fifty-eight quarts of soup and forty loaves of bread were given out, and four meals were furnished on the premises.

The cost of running Knox church, Winnipeg, last year, was \$8,065 to which interest on \$81,000 of debt was added, making a total of \$16,565. The pastor offered to accept a reduction of his salary from \$4,000 to \$3,000 but the offer was not accepted. He had already subscribed \$500 towards extinguishing the existing debt.

The three steel steamers of the C.P.R.Co. which are to ply during the coming summer between Algoma mills and Port Arthur are now being fitted up at Port Colborne. They are named Alberta, Athabasca and Algoma. They are 270 feet long, 38 feet wide, and 23 feet deep, can carry 2,000 tons of freight, 1,000 steerage passengers and 250 first class passengers, having 180 separate berths. What about magnificent water stretches.

The report on home missions of the Presbyterian church in Manitoba and the North-West for 1882-3 shows the growth of that body in the past twelve years as follows: In 1871 the number of self-sustaining congregations was one, now increased to ten; preaching stations nine, now increased to 184; ministers and missions 4, now 58; families 198, now 2,948; amount contributed for religious purposes \$2,195, now \$56,641. The average amount of subscription for all purposes per communicant, was \$18.97. There are 36 Sabbath schools conducted under the auspices of the church. Six stations became entirely self-sustaining during the past year. Eighteen churches and three manse were completed between June '82 and June '83. The churches cost \$30,000, two-thirds of which was paid directly by the congregations and the one-third out of the church and manse building fund. This latter is merely an advance payable in three years with or without interest. Fifty-one new stations were opened during the year. It was originally designed that the church and manse building fund should amount to \$100,000. Of this amount \$80,772.25 has been subscribed, of which \$20,903.56 has been received, the subscriptions being in most cases payable in three equal annual instalments. According to the regulations no free grant of aid shall be made of greater amount than one-fifth of the cost of the building, while a loan must not be for more than 50 per cent. of the cost, secured by mortgage or the private security of the trustees of the church. The total payments out of this fund to churches and manses amount to \$11,906.89, sundry expenses \$1,005.16; balance on hand \$7,901.69. Measures are already taken for the apportionment of a great part of this amount amongst a number of other congregations.

Jos. Kennedy was shot at while walking in the streets of Harbord Grace, Newfoundland, on January 15th. The incident is connected with the recent orange and green riots there.

The allusions of the premier in the debate on the reply to the speech from the throne to aid to the Hudson's bay railways applied to the charters already granted, not to any new offer that was to be made, and was equal to saying that no further aid would be granted.

## BIRTHS.

TABER.—At Ft. Saskatchewan, on Monday, 11th inst., the wife of S. Taber of twin girls.

ARCAND.—At St. Albert mission, on Tuesday, 12th instant, the wife of A. Arcand of twin boys.

MALONEY.—In Upper Sturgeon river settlement, on Monday, Feb. 11th, the wife of Mr. D. Maloney of a daughter.

## DIED.

JUNEAU.—On St. Albert road, on Wednesday, 13th inst., infant son of E. Jumeau, aged five months.

## METEOROLOGICAL.

Weather report for week ending Friday evening, February 15th, 1884. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday,	-11	-29
Sunday,	-4	-45
Monday,	16	-28
Tuesday,	19	4
Wednesday,	9	1
Thursday,	-8	-25
Friday,	-8	-40

Barometer falling, 27.443.

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BOW RIVER, N.W.T.,

Breeders of Short Horn, Hereford and Polled Aberdeen cattle, and of Clydesdale and Thoroughbred horses.

Cattle branded "C" on left hip, and under bit out of left ear.

Horses branded "C" on left shoulder.

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Manager.

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3,000 lbs yellow sugar,  
25 kegs syrup,  
1,000 lbs hand picked beans,  
25 boxes soap,  
Butts of chewing tobacco,  
Sacks of rice,  
Chests of finest Congous and Japan teas

ALL TO BE SOLD CHEAP FOR CASH.

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## HURRAH FOR X'MAS.

Santa Claus has arrived at McDougall's with a sleigh load of

## TOYS

Enough for every Boy and Girl in town and country.

DRY GOODS,  
Fresh stock, just suitable for Christmas presents.

TWEEDS,  
Fancy Coatings and Scotch Tweeds, fine assortment.

HARDWARE,  
Thirty (30) sleigh loads all latest novelties in Tools, etc.

GROCERIES,  
Staple and Fancy. Specialties for Xmas.

READY-MADE CLOTHING,  
Full, newest patterns and latest styles in Overcoats, Pea Jackets, Suits, Winter Pants, etc.

## GRAND DISPLAY

Of Crockery, Hats and Caps, Boots and Shoes, Tinware, etc.

All next to given away for CASH.

Remember, NO CREDIT after January 1st, 1884.

## SPECIAL NOTICE.

One and all who are indebted to us are requested to pay up at once and save costs.

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